

**From:** [Chris Hansen](#)  
**To:** [Marnie Rydon](#)  
**Cc:** [Phernne Tancock](#); [Richard Mansell](#)  
**Subject:** RM 210147 - response to email of 28 September 2021  
**Date:** Tuesday, 5 October 2021 5:24:32 PM

---

Hi Marnie

I was sorry to hear about your unfortunate accident last week - I trust your surgery to fix the breaks in your ankle have been successful.

Please see below a response to the outstanding matters included in the memo from Council's Roothing Team provided in your email of 28 September.

Point 6

*Can the Applicant please confirm how the costs of the works to Tieko Street and the intersection with Otaihanga Road are to be secured if we are to grant consent.*

**Response:** KCDC have accepted the applicant's request to negotiate a Developer Agreement that could include, amongst other things, details of how the applicant will contribute to works associated with Tieko Street. The Tieko Street works and negotiation of a Development Agreement sits outside of the consent process, and is working to a different timeframe. It makes sense that the provision of the new intersection at Otaihanga Road in accordance with the plans provided with the application is also dealt with in the Developer Agreement in terms of timing, cost and who undertakes that work.

Point 8

*We cannot accept a gravel path vested as legal road, as a shared path it needs to be concrete or asphalt and lit for road safety reasons. Street lighting is expected to be provided on the adjoining proposed roads and therefore the path should be consistent with this and also be able to be used by all users and maintained in good condition with no drainage issues. A metalled path does not provide the level of service that we would expect within a residential development such as this – albeit in a surrounding semi-rural location. Fencing should be 1.2m high not 1.5m in accordance with NZS4404.*

**Response:** The shared path in Lot 104 will be a similar surface to the existing shared path along Otaihanga Road so it can be used by cyclists and will be vest in Council as a local purpose reserve (walkway). As stated in the earlier s92 response, it is not intended that this shared path (Lot 104) be used at night so lighting is not proposed, as per the CEPTED standards. It is proposed the pathways included in Lot 100 (southern area) and Lot 101 (northern area) will be concrete as per typical Council standards and vest in Council as legal road. Street lighting would be included in Lots 100 and 101 and will be vest in Council. In terms of the fencing, 1.2m high is acceptable.

Point 10

*Ideally we would like to see a draft of the Construction Management plan to give us sufficient confidence that there will not be undue pressure on Tieko Street. The best possible outcome would be for most of the truck movements to be directly onto Otaihanga Road where possible.*

Response: A CMP will be prepared, should consent be granted, and would be provided to Council for certification prior to any works commencing. The earthworks will be a balanced cut/fill operation, and the only material to be imported to the site will be roading aggregate and any materials required for the civil works (drainage chip, pipes etc). The intention is to use the existing sealed track that runs through the middle of the site from Otaihanga Road as a construction haul road, reducing the need for construction traffic to use Tieko Street. The applicant is happy to accept a standard condition that sets out what is required to be included in a CMP to address this point.

Point 13

*Can the Applicant please detail how the shared path and ROW will be separated from each other, ideally this would be by a kerb of other vertical displacement. This is required from both a safety and maintenance boundary point of view.*

*Waste collection carry distances are around a 30m maximum and taking rubbish to a collection point in the cul-de-sac does not meet this requirement. Also other delivery vehicles cannot turn in the ROW and will have to reverse some distance to exit the ROW. Can the Applicant please look at providing a turning head for cars/courier sized vans at along the ROW and address the waste collection issues raised.*

Response: The shared path can be separated by a swale which will dispose of stormwater runoff from the ROW. In terms of the turning head for cars/courier vans, there is sufficient room for turning to be provided at the end of the ROW which only provides access to Lots 20 - 22. In terms of the rubbish collection, the properties with more than a maximum of 30m distance to the cul-de-sac are rural-residential in nature. Such properties frequently have driveways longer than 30m and would either drive or walk their rubbish to the roadside.

Can you please confirm notification of the application this Thursday is still on track.

Kind regards

Chris

Chris Hansen  
RMA Planning Consultant/Company Director  
Chris Hansen Consultants Ltd  
220 Ross Road, RD7  
Whakamarama, Tauranga 3179  
ph: 02102645108

